

Once the project has been selected and the alignment determined, maps must be prepared that are suitable for filing with the County Register of Deeds Office. The map should show the proposed alignment in sufficient detail to identify the functional design and the preliminary right-of-way boundaries. Since the purpose of the map is to show the effect on properties along the project path, the existing property boundaries should be identified. As an additional requirement, within one year of the adoption of an official map, work must begin on an environmental impact study or preliminary engineering.

It is important to recognize the risks inherent in the adoption of an official map prior to completing the environmental studies. Projects to be funded using any federal funds require the unbiased evaluation of alternate alignments. This means that other alternatives will be studied and compared to the protected alignment.

The above information is only to serve as an introduction to official maps, and in no way provides the information necessary to begin development of an official map. The Program and Policy Branch of the North Carolina Department of Transportation is responsible for facilitating the adoption of Official Street Maps. Cities considering Official Street Map projects should contact this Branch for their "Guidelines for Municipalities Considering Adoption of Roadway Corridor Official Maps" at:

Programming, Policy and Budget Branch
NC Department of Transportation
P.O. Box 25201
Raleigh, North Carolina 27611

Urban Renewal

Urban renewal plays a minor role in the transportation planning implementation process in terms of scope and general influence. However, under the right circumstances, renewal programs can make significant contributions. Provisions of the New Housing Act of 1974 (as amended) call for the conservation of good areas, rehabilitation of declining areas, and clearance of slum areas. In the course of renewal, it is important to coordinate with the Thoroughfare Plan to see if additional set-back or dedication of right-of-way is needed.

Continued use of the urban renewal programs to improve the transportation system is encouraged. Changes that can be made under this program are generally not controversial or disruptive given the trauma of the clearance of a significant area.

Capital Improvement Programs

Capital programs are simply the coordination of planning and money. The capital improvements program, with respect to transportation, is a long range plan for the spending of money on street improvements, acquisition of rights-of-way and other improvements within the bounds of projected revenues. **Municipal**